

Report of Survey for Repairs, &c., of Engines and Boilers.

1005, 24 MAY 1898

(Received at London Office)

Date of writing Report *May 23 1898* When handed in at Local Office *23/57 1898* Port of *London*
 No. in Reg. Book. Survey held at *London* Date First Survey *May 11* Last Survey *May 18 1898*
197 on the Machinery of the ~~Wood, Iron or Steel~~ *S.S. Pembroke Castle* Master *Marshall*
 Tonnage { Gross *4045* Net *2541* Vessel built at *Barrow* By whom *Barrow S.B. Co. Ltd* When *1883* Boilers, when made (Main) *1883* (Donkey) *1895*
 Registered Horse Power *486* Engines made at *do.* Owners *(D. Currie & Co)* Port *London* Voyage *Natal*
 No. of Main Boilers *2* If Surveyed Afloat or in Dry Dock *James Laid & East India*
 No. of Donkey Boilers *1* (State name of Dock.)
 Steam Pressure—
 in Main Boilers *90 lbs*
 in Donkey Boilers *90 lbs*

Last Survey No. Port

Particulars of Examination and Repairs (if any) *B.S. & Donkey*

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.)

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

Do. " Donkey " " "

If this was not done, state for what reasons?

And what parts of the Boilers could not be thus thoroughly examined?

Also what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

Did the Surveyor examine the Safety Valves of the Main Boiler?

At what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted?

Was the propeller shaft been drawn and examined at this time?

If spare propeller shaft fitted, state whether new?

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft?

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done?

Completed.

Examined Main & Donkey Boilers internally and externally and Safety valves, found same all in good condition. Safety valves adjusted under steam.

Examined propeller, stern bush, & fastenings all in good condition.

General Observations, Opinion, and Recommendation:— *This vessel's Boilers and Engines*

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9, 97, B.&H.S. 9, 97 or L.M.C. 9, 97, 140 lb., F.D., &c.)

as far as seen are now in good condition & in my opinion the vessel is eligible for the record B.S. 5 98.

Office or Registration Fee (per Sec. 27) £ : :
 Survey Fee (per Section 28) £ *2 0 0*
 Special Damage Fee (per Section 28) £ *10 0 0*
 Travelling Expenses (if chargeable) £ *1 16*

Fees applied for
24/5 1898
30/6 1898
 Received by me,
30. 11. 1898
W. H. L.

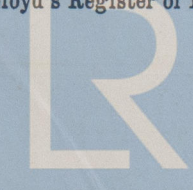
State if Certificate is required

FRI. 27 MAY 1898

Committee's Minute

Assigned

Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Lloyd's Register
Foundation

LON715-0345

It is submitted that
this vessel is eligible for
THE RECORD.

B. 15/98

24/5/98

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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